



Navistar, Inc.  
2701 Navistar Drive  
Lisle, IL 60532 USA

October 28, 2020

Mr. Derek Tarver  
Bowman Brooke  
1441 Main St. Suite 1200  
Columbia, SC 29201

Mr. Tarver,

I have been asked to comment on various portions of Mr. Jay Zembower's expert report in the matter of Pauling v. IDeliverTL.

Materials that I have reviewed:

- Matter Compliant
- Michael Pauling Deposition (May 20, 2020)
- Ms. Gillian Isom Deposition (September 9, 2019)
- Mr. Tony Isom Deposition (August 11, 2020)
- Mr. Sammie McCloud Deposition (September 9, 2019)
- Mr. William Black Deposition, 30(b)(6) for National Fleet Management (July 6, 2020)
- Ms. Teri Jones Deposition, 30(b)(6) for Navistar, Inc. (September 14, 2020)
- Mr. Roy Zeitlow Deposition, 30(b)(6) for Navistar, Inc. (September 15, 2020)
- Video of Exemplar Tractor Evaluations
- Federal Motor Vehicle Safety Standard (FMVSS) §571.121 (Standard No. 121; Air Brake Systems) – October 1, 2010 Revision
- Federal Motor Carrier Safety Regulations Pocketbook – April 2017 (includes all revisions effective on or before March 1, 2017)
- Subject vehicle material information (lineset ticket)
- ProStar Standard Chassis Specification (August 2011)
- ProStar Operator's Manual
- ProStar Component Book
- Subject Vehicle Driver Control Module Brake Valve Drawing – Part number 3625334F94
- Exemplar Tractor material information (lineset ticket)
- Exemplar Vehicle Driver Control Module Brake Valve Drawing – Part number 3625336F95
- Driver Control Module Mounting Installation Diagram
- Accident Report
- SC DOT Inspection Report
- National Fleet Management records

### **My Background**

I have been employed by Navistar for more than 28 years as a Manager and Engineer. I have been a Senior Product Integrity Engineer since 2009. I graduated from the LeTourneau University in 1992 with a Bachelor of Science in Engineering with Mechanical Emphasis. Since then I have held successive positions in the Brake Group as a Brake System Design Engineer, Brake System Test Engineer, Brake System Manager, Chassis PDT (Product Development Team) Leader, and as a Brake System Functional Expert guiding the Global Brake System Groups (ECE and ADR). As a Brake System Manager, one of my projects was to lead a group of engineers and designers in the development of the ProStar brake system (which includes the parking brake system) from concept development to prototype builds and testing to vehicle production. See my CV in Attachment A.

In my position within the Product Integrity Group, I am on occasion asked to provide Corporate Representation and Expert testimony. See my testimony history in Attachment B. I am compensated in this capacity as an ordinary employee.

### **ProStar Parking Brake System**

The parking brake system on the ProStar tractor is designed to hold the vehicle in a stationary position and to serve as an emergency brake system if need be. The components of the parking brake system consist of:

- Air Reservoirs to supply air to the Spring Brake chambers.
- Parking Brake Control Valve – Bendix MV-3 Valve. This push/pull functioning valve is used to release the spring brake chamber when the knob is pushed in (disengage the parking brake) and apply the spring brake chamber when the knob is pulled out (engage the parking brake). The yellow diamond shaped knob controls the parking brakes on the tractor and the red octagon shaped knob controls the parking brakes on the trailer.
- Spring Brake Chambers. These are canisters attached to the tractor's rear axles and the trailer's axles that house a large spring that applies the brake to keep vehicle parked. When the yellow (for the tractor) and red (for the trailer) knob is pushed in, air enters the canister to compress the large spring which releases the parking brakes, so the vehicle can move. When the knobs are pulled out, air is removed from the canisters and the large spring applies the brakes, so the vehicle will remain parked.
- Tractor Protection Valve – Bendix TP-5 Valve. This valve is used to provided air to the trailer's service brake and parking brake to apply or release.
- Tractor-to-Trailer Connections (pigtails). There are two color coded pneumatic connections between the tractor and the trailer though a device called a glad-hand.<sup>1</sup>

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<sup>1</sup> There is also a third electrical connection referred to as a pigtail. This is not at issue in the matter.

- The blue connection provides air for the trailer's service brake. This is controlled by the operator's foot brake pedal.
- The red connection provides air to disengage and engage the trailer's parking brake. It also provides air for the trailer's air reservoir. This is controlled by the red octagon shaped knob of the parking brake control valve.
- Various tubing and fittings to connect the above-mentioned components together.

The design of the service brake system and parking brake system are governed by the Federal Motor Vehicle Safety Standard (FMVSS) 121 and the Federal Motor Carrier Safety Regulations (FMCSR) is section 393 Subpart C. These provide general guidelines such as air reservoir sizes, low warning signals, stopping distance, stability, parking capability and functionality.

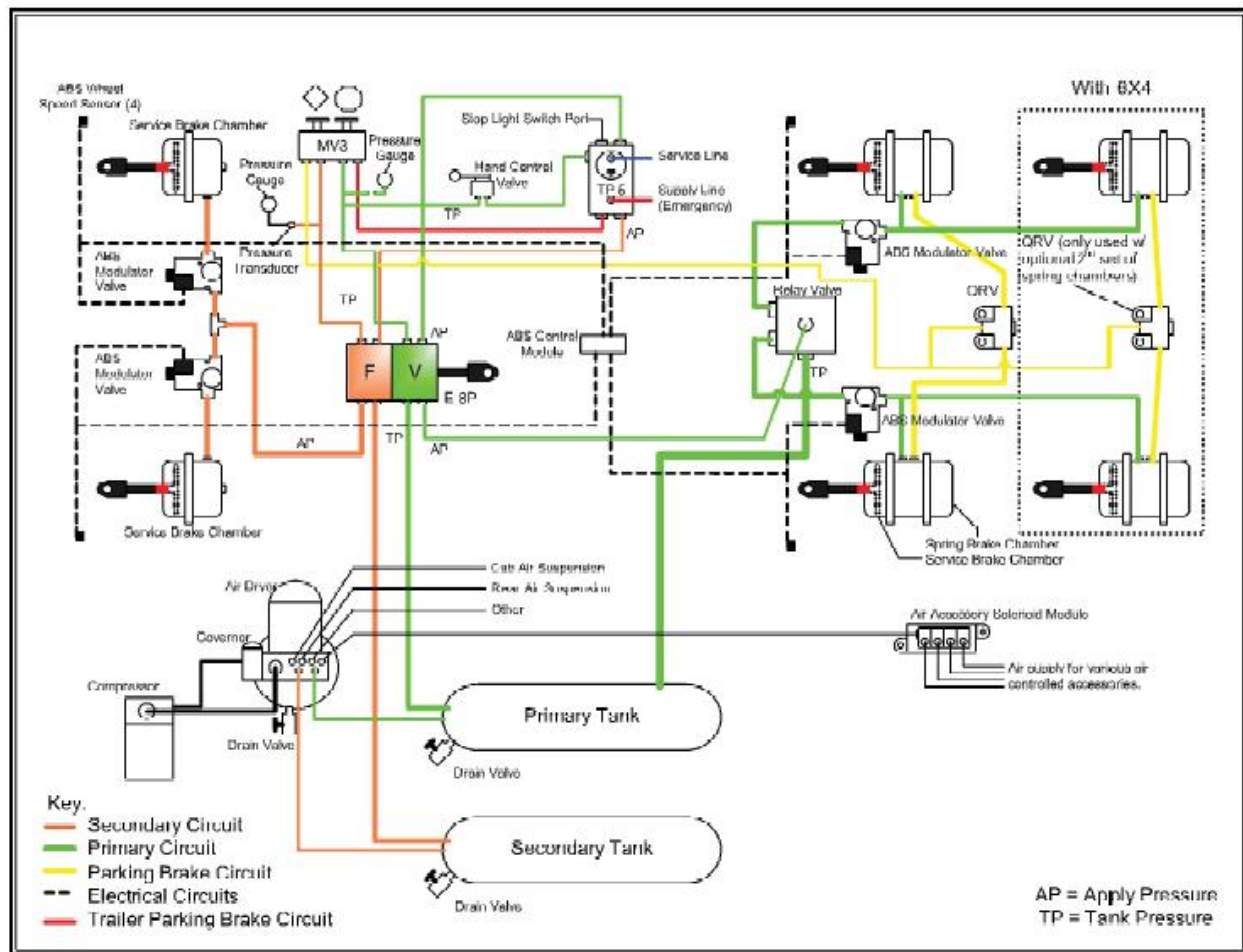


Figure 1. ProStar Air Brake System Schematic.

Figure 1 shows the schematic for the ProStar Air Brake System. The primary and secondary reservoirs are filled with air from the air compressor through the air dryer which removes moisture from the air. When the air reservoir pressure reaches cut out pressure (approximately 130 psi), the governor will communicate to the compressor to stop building air. When the

pressure in the air reservoirs drop approximately 15 psi to 115 psi, the governor will signal the compressor to replenish the air reservoirs to cut out pressure.

The air reservoirs, air gauges, and low-pressure warning are all design requirements found in FMVSS-121. The low air pressure warnings (visual and/or audible) are to be activated anytime a reservoir is below 60 psi.

The parking brake control valve is supplied by the both the primary and secondary reservoirs. There is an internal double check valve that will supply air to the corresponding spring brake chambers from the reservoir that has the highest pressure (based on which knobs are pushed in). As required by FMVSS-121, if the one of the reservoirs should contain a leak, the other reservoir shall maintain its pressure and supply the air to the spring brake chambers to allow the vehicle to be able to pull to the side of the road safely to determine the nature of the leak. As required in FMCSR 393.43, if a leak causes air pressure in both reservoirs on the tractor to drop down between 20 and 35 psi, the knobs on the parking brake control should automatically pop out.

Assuming a trailer is hooked up to the tractor, the red knob can be pushed in to supply air through the tractor protection valve to disengage the trailer parking brakes and to the trailer reservoir that is used during service brake stopping. To begin a trip in a tractor-trailer combination, the tractor's air brake system must be able to generate and sustain sufficient air pressure, and the driver must be able to push in the yellow knob to disengage the tractor's parking brakes and the red knob to disengage the trailer's parking brake.

To park the vehicle combination, the yellow knob can be pulled out. This will park both the tractor and trailer as required by FMVSS-121 Section 5.6.4. If just the red knob is pulled out, only the trailer parking brakes will be applied. The yellow knob will still need to be pulled out to the apply the parking brakes of the tractor.

### **Exemplar Vehicle Testing**

On August 25, 2020, I conducted testing on an exemplar 2016 ProStar+ 122 6x4, which was video recorded and is included with this report. See Attachment C. I chose this vehicle due to the following brake system components being the same as the subject tractor, as shown in the vehicles' lineset tickets in Attachment D:

- Model Vehicle (essentially identical)
- Bendix BA-921 15.9 CFM Air Compressor
- Bendix AD-IS Air Dryer
- 6054 cubic inch air reservoir volume
- Type 24 Front Air Chamber
- Type 30/30 Rear Air Chambers
- Anti-lock Brake System
- Bendix MV-3 Park Control Valve
- Bendix TP-5 Tractor Protection Valve.

- Brake Tubing Specification.

Test 1: This evaluation was to examine the charging system (or compressor) building air pressure to compressor cut-out pressure (approximately 130 psi), disengage the tractor parking brakes (pushing in the yellow knob) of the parking brake control valve, and then draining the pressure from the air tanks to examine 1) the air pressure gauge, low pressure warning light and low pressure audible warning; and 2) the reaction of the parking brake control valve due to decreasing pressure in the air reservoirs.

- Conclusion: The exemplar vehicle was compliant with applicable FMVSS and FMCSR requirements of low pressure warning activating above 60 psi, the parking brakes did not engage (knob popping out) with one reservoir nearly empty. The knob popped out, engaging the parking brake, when the second reservoir was between 15 and 40 psi.

Test 2: This evaluation was to examine the charging system (or compressor) building air pressure to compressor cut-out pressure (approximately 130 psi), releasing the tractor parking brakes (pushing in the yellow knob) and the trailer brake (pushing in the red knob) of the parking brake control valve, and then draining the pressure from the air tanks to examine 1) the air pressure gauge, low pressure warning light and low pressure audible warning; and 2) the reaction of the parking brake control valve due to decreasing pressure in the air reservoirs.

- Conclusion: The exemplar vehicle was compliant with applicable FMVSS and FMCSR requirements of low pressure warning activating above 60 psi, the tractor and trailer's parking brakes did not engage (knob popping out) with one reservoir nearly empty. The knobs popped out, engaging the tractor and trailer parking brakes, when the second reservoir was between 15 and 40 psi.

Test 3: This evaluation was to examine the effects on the air brake system with various mounting screws removed from the tractor parking brake control valve. The screws were removed one at a time and the tractor parking brake valve (yellow knob) was pulled out and then pushed in to evaluate functionality. This sequence was repeated until all four mounting screws were removed.

- Conclusion: The tractor parking brakes could be engaged and disengaged without issue until all four screws were missing. When all four screws were removed, the parking control valve was unstable and could not be pushed in to disengage the parking brake. No leak was observed due to mounting screws missing. The only air pressure consumed was that required to refill the parking brake chambers when the yellow control knob was pushed in. No low pressure visual or audible warnings were observed during this test.

Test 4: This evaluation was to determine if the parking brake control valve could be pushed in to disengage the parking brake with all four screws missing and with the bezel installed. Note that in test 3, the bezel was removed to access the four parking brake control valve mounting screws.

- Conclusion: When all four screws were removed and the bezel installed, the parking control valve was unstable and could not be pushed in to disengage the parking brake. In this condition the tractor could not be driven.

Test 5: This evaluation was to examine the effects on the air brake system with various mounting screws removed from the tractor and trailer parking brake control valve. The screws were removed one at a time and the tractor parking brake valve (yellow knob) and trailer parking brake control valve (red knob) were pulled out and then pushed in to evaluate functionality. This sequence was repeated until all four mounting screws were removed.

Also, during this test, once all four mounting screws were removed, the vehicle was left running in this condition with the parking brakes disengaged for over 30 minutes. During this portion of the test, the air pressure in the tractor's reservoirs remained at operational levels.

- Conclusion: The tractor parking brakes and trailer parking brakes could be engaged and disengaged without issue until all four screws were missing. When all four screws were removed, the parking control valve was unstable and neither knob could be pushed in to disengage the parking brakes. No leak was observed due to mounting screws missing. The only air pressure consumed was that required to refill the parking brake chambers when the yellow and red control knobs were pushed in. No low pressure visual or audible warnings were observed during this test.

Test 6: This evaluation was to examine the effects on the air brake system when a leak was created between the tractor and the trailer, by simulating a leak at the connection or in the trailer. Once the tractor's reservoirs were at operational levels and both parking brake control knobs were pushed in, the "red" glad-hand connection between the tractor and the trailer was opened to simulate a leak at the connection or in the trailer. During the test, the leak was such that the air compressor could not overcome the leak and the air reservoirs decreased in pressure. Once the air reservoirs were depleted to levels just below the low-pressure warning, the tractor protection system popped out the red parking brake control valve knob to protect the integrity of the tractor air system.

During test 6, when the leak was created there was an audible movement of air through the trailer portion of the parking brake control valve, followed by the lower pressure warning signal, prior to the knob popping out, as described by Sammie McCloud in his deposition.

- Conclusion: Based on this test, and the testimony of Sammie McCloud, it is to a reasonable degree of mechanical certainty that the loss of air pressure in the subject tractor originated outside of the tractor, in either the trailer connection or trailer itself.

### **Matter Testimony**

Mr. Tony Isom (August 11, 2020):

- Cedrick Woods was to be the driver the truck, did the inspection of the truck for Mr. Isom and went on a test drive. (Page 15, Line 1)
- Stancil Myers drove vehicle from the dealership to “Shrimp Boat.” (Page 19, Line 24 to Page 20, Line 8)
- Sammie McCloud test drove tractor. (Page 21, Line 1-3)
- After the wreck, Sammie drove the truck back to Blacksburg without the trailer. (Page 29, Line 17-21)
- The next day, Sammie drove the truck to National Fleet Management. (Page 29, Line 25 to Page 30, Line 2)
- In the test drives that Mr. Isom was a part of, he did not note any looseness of the brake valves. (Page 48, Line 25 to Page 49, Line 2)
- None of the operators of the truck expressed any issues with Brake valves. (Page 59, Line 25 to Page 61, Line 1).
- After the truck was received back from National Fleet and hook up a trailer, it never experienced a loss of air pressure. (Page 65, Line 25 to Page 66, Line 4)
- The only time a leak occurred was with the G & P trailer. (Page 62, Line 23 to Page 63, Line 8)

Mr. Sammie McCloud (September 9, 2019):

- Test drove the vehicle with no issues. (Page 34, Line 18 to Page 35, Line 14)
- Discusses disengaging the tractor parking brake to evaluate tractor/trailer attachment. (Page 49, Line 5-7)
- Prior to the accident, Mr. McCloud heard air running through the trailer parking brake control valve on the parking brake control valve. (Page 57, Line 11-13)
- Mr. McCloud testified that the issue was with the trailer brakes. (Page 58, Line 25 to Page 59, Line 1 and Page 71, Line 3-8)
- Mr. McCloud described that when the trailer malfunctioned prior to the accident, the trailer brake control popped out slowing the vehicle down. (Page 59, Line 12-17)
- Mr. McCloud stated the low-pressure warning sounded prior to the accident. (Page 61, Line 11-20)
- Mr. McCloud stated he drove the truck back to Blacksburg, SC after trailer was disconnected. (Page 77, Line 13-21)
- Testified there was no issue with the Tractor brakes after the incident (Page 78, Line 4-8)



Mr. William Black (July 6, 2020)

- Mr. Black testified that missing screws would prevent the tractor parking brakes from being disengaged. (Page 32, Lines 3-23)
- Mr. Black testified about the use of a gladhand plugged off to simulate trailer supply. (Page 86, Line 1-21)
- The Annual Vehicle Inspection Report conducted by National Fleet on the subject vehicle confirmed that it complied with all CFR Regulations in December 2017, including as to the brake system. (Page 91, Line 17 to Page 92, Line 14)

### **Discussion**

Mr. Zembower in his report states that “the dash control valve became detached from its location on the dashboard and fell into the dash while driving and released the trailer supply pressure and applied the trailer brakes causing the entire unit to slow in speed. In addition, it is highly unlikely that all four retaining fasteners suddenly all became detached and allowed the control valve to fall into the dash, it most certainly became loose over time and would be evident to those properly trained as being abnormal.” Mr. Zembower obviously believes that all four mounting screws fell out causing the loss of air pressure. However, it is unclear whether Mr. Zembower is opining 1) that the parking brake control valve sustained a leak or 2) closed due to forces incurred when the parking brake control valve allegedly “fell into the dash.”

As to possible opinion number 1, I disagree that the parking brake control valve sustained a leak at any time prior to or during the incident. The testing I performed conclusively shows that no number of missing screws will cause a leak in the air brake system. Rather, the testing indicates to a high degree of mechanical certainty that the loss of air pressure in this case originated outside of the tractor, at the tractor-trailer connection or in the trailer itself.

As to possible opinion number 2, I disagree that the parking brake control valve closed when it “became detached from its location on the dashboard and fell into the dash” for several reasons. 1) Sammie McCloud heard air moving through the valve prior to the knob popping out. If the parking brake is applied (knob being pulled out) there will only be short burst of air that heard – not continuous air flow. 2) Sammie McCloud testified that the low-pressure warning alarm sounded. If the parking brake is applied, the alarm will not sound. 3) There is no evidence that the parking brake control valve fell into the dash during the incident. 4) If the parking brake control valve fell into the dash the truck would be undrivable. The truck was driven after this accident multiple times. 5) Based on testing, the parking brake control valve falling into the dash will not generate sufficient force to mechanically close the valve.

While there are reports the four parking brake control valve mounting screws were replaced, it is unknown if all four were missing, and if so when or why they became missing. I do agree that if the valve was loose it “would be evident to those properly trained as being abnormal.” If fact, at least 5 CDL qualified drivers drove this vehicle from December 2017 to February 2018. None



of them reported a loose parking brake control valve. The table below identifies the number of the times drivers of the Isom truck disengaged the parking brake by pressing in the parking brake control valve before the accident. As can be seen this valve was actuate at least 18 times before the accident and another 4 times after the accident with no mention of looseness or any other concerns. The valve would have also been actuated more than 10 time while in the UTC/National Fleet possession.

Description of Drive	Tractor Parking (Yellow)		Trailer Parking (Red)	
	Push In	Pull Out	Push In	Pull Out
Transport from UTC to National Fleet	Yes	Yes		
Vehicle driven into National Fleet shop	Yes	Yes		
National Fleet Inspection	Yes	Yes		
Vehicle driven out of National Fleet shop	Yes	Yes		
Transport from National Fleet to UTC	Yes	Yes		
Mr. Wood's Test Drive	Yes	Yes		
Mr. Myers from UTC to Storage Location	Yes	Yes		
Mr. McCloud Test Drive	Yes	Yes		
Mr. McCloud Drive to First Load Pick-up	Yes			
Drive to Trailer after waiting 1 hour		Yes		
Connect to Trailer and fill tanks	Yes	Yes	Yes	
Test Tractor/Trailer Connection	Yes			Yes
Drive to Fueling Stations			Yes	
Fuel Vehicle		Yes		Yes
Continue with route	Yes		Yes	
From tow-yard to storage location	Yes	Yes		
From storage location to National Fleet	Yes	Yes		

### Conclusions

Based on my training and education, my involvement in the development of this brake system, my review the record, and testing performed on an exemplar tractor, to a reasonable degree of mechanical certainty, I conclude the following:

- The Parking Brake Valve operated as it was designed and as required by federal regulations.
- Missing Parking Brake Valve mounting screws do not create a leak or loss of air pressure in the parking brake system of the tractor or the trailer.
- A tractor-trailer cannot be driven if all parking brake control valve mounting screws are missing, as alleged by plaintiff, because the driver cannot disengage the parking brakes. A tractor-trailer can be driven with up to two or three missing parking brake control valve mounting screws, although this condition would be noticeable to a trained CDL driver.

- The loss of air pressure in this case likely originated in the trailer.
  - Testing has shown that when there is a leak between the tractor and the trailer or somewhere in the trailer that the compressor cannot keep up with, air will be heard flowing through the parking brake control valve, followed by the low-pressure warning signal, prior to the red knob popping out, as described by Sammie McCloud.
  - Prior to being connected to the G & P trailer, the tractor never experienced issues with its air brake system. After the trailer was disconnected, Sammie McCloud continued to drive the tractor without issue. National Fleet Management was unable to replicate a loss of air pressure in the tractor's air brake system.
- The Parking Brake Valve did not fall into the dash causing the trailer parking brake to apply. There is no evidence that the parking brake valve fell into the dash or was even loose. Sammie McCloud continued to drive the tractor after the accident. This means that the Parking Brake Control Valve was operational for the driver in his seated position.

I reserve the right to amend this report if additional information becomes available.

Sincerely,



Roy S. Zeitlow  
Senior Product Integrity Engineer  
Navistar, Inc.

## Attachment A

## Curriculum Vitae

Roy S. Zeitlow  
Senior Product Integrity Engineer  
Navistar, Inc.

## EMPLOYMENT HISTORY

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- |  |                                |
|--|--------------------------------|
| <p><b>Senior Product Integrity Engineer</b><br/><i>Navistar, Inc., Lisle, IL</i></p> <ul style="list-style-type: none"> <li>• Provide technical assistance and coordination of field investigations of product issues.</li> <li>• Provide feedback to engineering for design improvements.</li> <li>• Assist in the defense of the corporation in product warranty claims and product liability lawsuits.</li> </ul>   | <p>2009-current</p>            |
| <p><b>Brake System Functional Expert</b><br/><i>Navistar, Inc., Fort Wayne, IN</i></p> <ul style="list-style-type: none"> <li>• Provide guidance for Global Brake Systems (ECE and ADR)</li> <li>• Develop test plan for Global Brake System. Worked with outside technical organization to have testing witnessed.</li> <li>• Provide consultation on implementation and validation of stability systems on International product.</li> <li>• Provided brake compliance documentation package for Military products working with test group, technical legislation and outside consultant.</li> </ul> | <p>2008-2009</p>               |
| <p><b>Chassis System PDT Leader</b><br/><i>Navistar, Inc., Fort Wayne, IN</i></p> <ul style="list-style-type: none"> <li>• Liaison between product centers and chassis engineering for Severe Service and Heavy Duty product design programs.</li> <li>• Most emphasis on 5000 refresh programs to meet new customer requests.</li> </ul>  | <p>2007-2008</p>               |
| <p><b>Brake System Manager</b><br/><i>Navistar, Inc., Fort Wayne, IN</i></p> <ul style="list-style-type: none"> <li>• PDT leader for NGV brake system team.</li> <li>• Implemented the ProStar brake system design.</li> <li>• Updated brake compliance documentation for all models.</li> <li>• Supervised (completed TPMs, JPAs) for up to 6 employees.</li> </ul>   | <p>1999-2007</p>               |
| <p><b>Brake System Test Engineer</b><br/><i>Navistar, Inc., Fort Wayne, IN</i></p> <ul style="list-style-type: none"> <li>• Wrote test procedures, evaluation test data, and wrote test reports.</li> <li>• Maintain close contact with design and supplier community to improve brake system designs.</li> <li>• Validated plant engineering design for compliance with Federal regulations.</li> </ul>   | <p>1994-1997</p>               |
| <p><b>Brake System Design Engineer</b><br/><i>Navistar, Inc., Fort Wayne, IN</i></p> <ul style="list-style-type: none"> <li>• Design air brake charging system plumbing (Air compressor to the air reservoirs).</li> <li>• Design foundation brake packages. Checked clearance to other component during articulation.</li> <li>• Interface with manufacturing plant and suppliers.</li> </ul>   | <p>1992-1994<br/>1997-1999</p> |
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EDUCATION

<b>Master of Science: Management</b>	1997
<i>Indiana Wesleyan University, Marion, IN</i>	
<b>Bachelor of Science: Engineering with Mechanical Concentration</b>	1992
<i>LeTourneau University, Longview, TX</i>	

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## SEMINARS &amp; TRAINING

- Heavy Vehicle Crash Reconstruction, Northwestern University Center for Public Safety (2011)
  - Traffic Crash Reconstruction II, Northwestern University Center for Public Safety (2011)
  - Traffic Crash Reconstruction I, Northwestern University Center for Public Safety (2010)
  - Vehicle Braking Performance: Stopping Distance, SAE (2010)
  - Global 8D Training, International Truck & Engine Co. (2004)
  - Managing Technical Professionals, American Management Association (2001)
  - Project Management, The George Washington University School of Business (2006)
  - Value Management, Value Analysis Incorporated (2008)
  - Automotive Assembly Work Measurement Course, International University (2007)
  - Design Failure Mode Effects Analysis (1999)
  - Meritor Foundation Brakes (1999)
  - Brake Performance for Heavy Commercial Vehicles, Radlinski (1999)
  - The 43<sup>rd</sup> L. Ray Buckendale Lecture: Commercial Vehicle Braking Systems: Air Brakes, ABS and Beyond by Leonard C. Buckman (1998)
  - AlliedSignal (Bendix) Air Brake System Training (1996)
  - Design of Experiments Using Taguchi Approach, Nutek, Inc. (1996)
  - Foundation Brake Training by Carlisle (1996)
  - Problem Solving Decision Making, Navistar (1995)
  - Miscellaneous Navistar Unique Training (Team building, Culture, BOM Structure etc.)
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## PATENTS

- Shared Patent: 6,007,159 – Park Brake Lock-in Key Switch System for Vehicle Air Brake System (1998)
  - Shared Patent: 6,234,586 – Park Brake Lock-in Key Switch System for Vehicle Air Brake System (1999)
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## PROFESSIONAL ASSOCIATIONS

- Society of Automotive Engineers (SAE), Member
    - Truck and Bus Brake Actuator Committee
    - Truck and Bus Electronically Controlled Brake System Committee (past)
    - Truck and Bus Foundation Brake committee, Chairman
    - Truck and Bus Stability Control Systems Committee (past)
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## Attachment B

**Roy S. Zeitlow Testimony**

<b>DATE</b>	<b>NAME</b>	<b>COURT</b>	<b>EXPERT (E) CO REP (R)</b>
6/28/10	Cynthia Jones	State Trial Court Third Judicial Court 05L000741 Madison IL	R (dep)
3/1/11	Charles Boyd	State Trial Court State Court of Chatham County State of Georgia STCV 09 04 928	R (dep)
11/7/11	David Alan Schott	Subpoena in a Civil Matter 2011 L 6182 Circuit Court of Cook County IL	R (dep)
3/2/12	Bucky's Portable Toilets	State Trial Court 10 CV 4120 State of Wisconsin Circuit Court Dane County	R (dep)
5/23/12	Bucky's Portable Toilets	State Trial Court 10 CV 4120 State of Wisconsin Circuit Court Dane County	E (trial)
1/18/13	Murchison Malcolm	1 <sup>st</sup> Judicial District Court 542470A Parish of Caddo State of Louisiana	R (dep)
5/16/14	Taneka J. Price	State Trial Court 121002289 Philadelphia County, PA	R (dep)
9/11/14	Gerald C. Michels	State Trial Court 10 <sup>th</sup> Judicial District 58-CV-12-761 State of Minnesota County of Pine	R (dep)



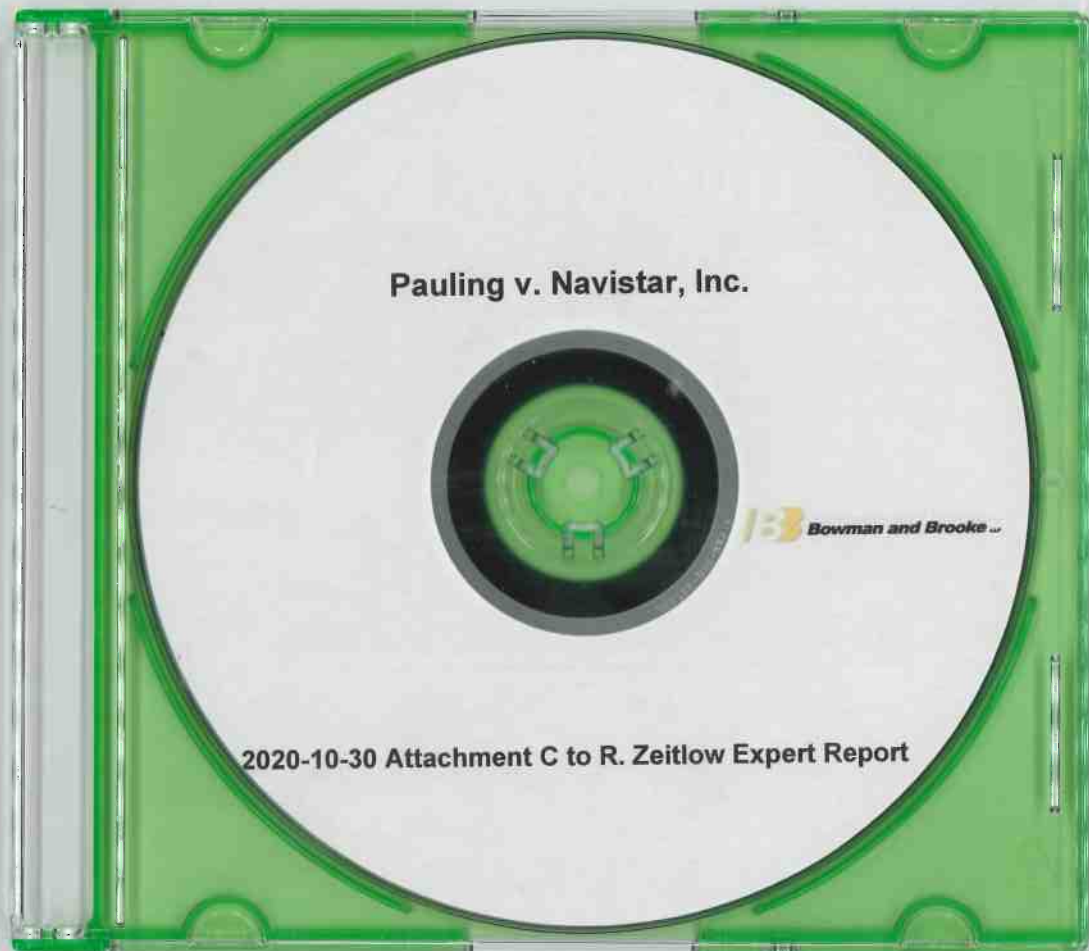
09/19/14	Arthur Law (ABS)	State Trial Court Superior Court of CA RG14721226 County of Alameda	R (dep)
11/19/14	Lilian Beauchamp	State Trial Court 19 <sup>th</sup> Judicial District 2013CA000569 State of Florida St. Lucie County	R (dep)
12/17/14	Carol & Fred Steinger	State Trial Court Superior Court of New Jersey Law Division - Ocean County OCN-L-2320-13	R (dep)
6/19/15	McIntyre Bobby & Sherry	Circuit Court of Kentucky Jefferson County 14-CI-01630	R (dep)
11/5/15	Kidd Annette & Elmer	State Trial Court Superior Court of California County of Los Angeles BC577196	R (dep)
4/8/16	Hutto Jr. James & Ashlyn	Court of Common Pleas SC County of Charleston 14-CP-10-04666	R (dep)
7/29/16	Hayden Thomas & Jacq	Civil District Court for the Parish of Orleans State of Louisiana 2015-3732	R (dep)
8/19/16	Reyes Sandra & Mario	Superior Court of California County of Los Angeles, Central District BC596857	R (dep)
2/2/17	Parker Raymond & Diane	Superior Court of California County of los Angeles BC588348	R (dep)
2/09/17	Shaw Walter M & Janet	Superior Court of California County of Alameda RG15771646	R (dep)

7/13/17	Chery Jr. Patrick	State of North Carolina Cumberland County 16CVS5859	R (dep)
6/27/17	Michael Leon	Superior Court of NJ Camden County L-3575-15	R (dep)
8/31/17	Robert F. Schuckers	U.S. District Court Middle District of PA 3:15-CV-2026	R (dep)
9/21/17	Ricky N. Rankin	Circuit Court of TN Hamilton County 16C1147	R (dep)
1/17/18	Galvan Zuhey	District Court of NV Clark County A-15-724639-C	R (dep)
2/7/2018	Raymond Terry	Superior Court of California Los Angeles County BC643288	R (dep)
5/4/2018	Da'Vonric Forge	In the District Court of Dallas County, Texas DC-17-09472	R (dep)
5/9/2018	Galvan Zuhey	District Court of NV Clark County A-15-724639-C	R (Trial)
6/20/18	Bartos Joseph Jr.	In the Court of Common Pleas of Lackawanna County PA 16CV1606	R (dep)
8/23/19	Jeffrey Richard Henry	In the District Court Second Judicial District State of Minnesota County of Ramsey 62CV157775	R (dep)
8/14/20	Guerra Rueben	In the United States District Court For the District of New Mexico 1:18-CV-00321-KG-JFR	W (dep)

9/15/20	Michael Pauling	United States District Court In the District of South Carolina Spartanburg Division 7:19-cv-00206-HMH	R (dep)
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## Attachment C

Video of Testing in Separate File



## Attachment D

## Line Set Ticket

VIN Number	3HSDJSJR6CN655421	Model	<a href="#">PROSTAR+ 122 6X4</a>	Build Date	9/14/2011
Eng Srl Number	<a href="#">2Y4128804</a>	Model Code	LF68700	Order Qty	10
Dealer Number	000147	Order Number/Suffix	606015	Starting Job Number	655418
Sold To	Boyd Bros	Sales Region	514	Paint Code	9219
GVWR	52350	Ignition Key	Z156	Wheel Base	242.1 in / 615.0 cm
AF Dimension	53.1 in / 135.0 cm	Gear Ratio	3.25	Recall Pending	No

Grp	Unit	Description	Cost Code
01	<a href="#">0001616</a>	TAPERED REAR FRAME RAILS	
01	<a href="#">0001CBV</a>	FRAME RAIL 120,000 PSI YIELD 367.4" OAL	
01	<a href="#">0001LRM</a>	FRT BPR 3PC AERO PLSTC PTD BODY COLOR	
01	<a href="#">0001LZL</a>	SPECIAL FRAME PIERCING	Yes
01	<a href="#">0001VAD</a>	DECK PLATE BRI 2 SECT FLUSH MTD	
01	<a href="#">0001WKL</a>	WHEELBASE RANGE 221" THRU 270"	Yes
01	<a href="#">0501007</a>	FRAME PIERCING BY OUTSIDE VENDOR	Yes
01	<a href="#">0501013</a>	LADDER LEFT FOR BOC ACCESS	Yes
02	<a href="#">0002AUD</a>	FR AXLE 12.35K HEND STEERTEK NXT W-TRK	
03	<a href="#">0003AHM</a>	SPRING FRONT SUSP 12.35K	
04	<a href="#">0004092</a>	TRACTOR DUAL AIR BRAKE SYSTEM	
04	<a href="#">0004196</a>	16.5"X 5" W/24" L/S CHAMBERS	
04	<a href="#">0004AAB</a>	2-ADDL 30/30 HALDEX PARK BRAKE CHAMBERS	Yes
04	<a href="#">0004AZY</a>	BENDIX AIR BRK ABS 6 CHANNEL ESP 6S/6M	
04	<a href="#">0004ECC</a>	AIR DRYER BENDIX AD-IS	
04	<a href="#">0004ETE</a>	FRT CHAMBERS HALDEX 24"	Yes
04	<a href="#">0004EVL</a>	REAR BRAKE CHAMBERS HALDEX GC3030LHDHO	Yes
04	<a href="#">0004NDB</a>	16.5X7 R S-CAM BRKS 30/30 L/S CHAMBERS	
04	<a href="#">0004SPM</a>	AIR CPRSR 15.9 CFM BENDIX BA-921	
04	<a href="#">0004VGN</a>	PAINTED ALUM AIR TANK	Yes
04	<a href="#">0004WER</a>	30" EXTRA LENGTH TRLR CONNECTIONS	Yes
04	<a href="#">0004WXR</a>	DRAIN VALVE 2 W/PULL CHAINS	Yes
04	<a href="#">0504058</a>	AIR TANK VOLUME ID NOMINAL 6054	Yes
04	<a href="#">0504064</a>	TRLR HOSES & CABLES 15' COILED	
04	<a href="#">0504112</a>	PROG, ABS-6 YAW RATE SENS ORIENTATION #1	Yes
04	<a href="#">0504149</a>	PROG, ABS-6 SAS CONF STEER / SENSOR INV	Yes
04	<a href="#">0504175</a>	PROG, ABS-6 AXLE 6X4 TRACTOR	Yes
04	<a href="#">0504306</a>	R/S AUTO-SLACK ADJSTRS-FRONT	Yes
04	<a href="#">0504355</a>	R/S AUTO-SLACK ADJSTRS-REAR	Yes
04	<a href="#">0504396</a>	A/D LOC LSM BOC INSIDE RAIL	Yes
04	<a href="#">0504441</a>	MERITOR Q-PLUS FRONT BRAKE	Yes
04	<a href="#">0504442</a>	MERITOR Q-PLUS REAR BRAKE	Yes
04	<a href="#">0504501</a>	MERITOR MA1201 FRONT BRAKE LININGS	Yes
04	<a href="#">0504507</a>	MERITOR MA2001 REAR BRAKE LININGS	Yes
04	<a href="#">0504605</a>	LOCATE 2 AIR TANKS	
05	<a href="#">0005710</a>	STRG COL, TILT & TELE	Yes
05	<a href="#">0005CAW</a>	STRG WHL BLK 4-SPK	
05	<a href="#">0005PSM</a>	1-PWR STRG GEAR SHEPPARD HD94	
06	<a href="#">0006DAW</a>	DRIVESHAFT SYS SPL250XL/SPL170XL	Yes
06	<a href="#">0006WAK</a>	PROPSHAFT CODING FOR 72"/73" SLEEPER CAB	Yes
06	<a href="#">0506001</a>	TRANSMISSION OUTPUT YOKE	
06	<a href="#">0506007</a>	FORWARD REAR AXLE INPUT YOKE	
06	<a href="#">0506008</a>	FORWARD REAR AXLE REAR OUTPUT YOKE	
06	<a href="#">0506010</a>	REAR REAR AXLE INPUT YOKE	
06	<a href="#">0506100</a>	DRIVELINE LABOR	
06	<a href="#">0506102</a>	FIRST CENTER BEARING	
06	<a href="#">0506110</a>	CENTER BEARING MOUNTING PARTS	
07	<a href="#">0007BJD</a>	EXH SGL HORZ/VERT RSM BOC	
07	<a href="#">0007SDA</a>	ENG COMPRESSION BRAKE MF 11 & 13	Yes
07	<a href="#">0007WBA</a>	1-VERT T/P BRI TURNBACK	Yes
07	<a href="#">0007WBS</a>	1-MUFFLER/TAIL PIPE GD BRIGHT STAINLESS	Yes
07	<a href="#">0007WBU</a>	TAIL PIPE HEIGHT 11'6"	Yes
08	<a href="#">0008000</a>	ELEC SYS (12 VOLT)	
08	<a href="#">0008540</a>	2-ELECTRIC HORNS	Yes
08	<a href="#">0008718</a>	1-POWER SOURCE (CIGAR-TYPE RECEPTACLE)	Yes
08	<a href="#">0008GHJ</a>	300 AMP 12V ALT DELCO 40SI	
08	<a href="#">0008MRL</a>	8-12V 5600CCA BTRY SYS-EXIDE AGM	
08	<a href="#">0008RBJ</a>	SINGLE CB ANTENNA	
08	<a href="#">0008RBZ</a>	AUXILIARY CB SPEAKER	Yes
08	<a href="#">0008RGY</a>	CB RADIO ACCOM PKG/HEADER	Yes
08	<a href="#">0008RHA</a>	SAT COM SYS PEOPLENET	
08	<a href="#">0008RJG</a>	RADIO CONTROL MTD SLEEPER	Yes
08	<a href="#">0008RKH</a>	AM/FM/WB, CLOCK, CD, AUX INPUT, USB	
08	<a href="#">0008TKH</a>	S/T/T & B/U LTS TRUCK-LITE SUPER 44/40	Yes



08	<a href="#">0008TPL</a>	COLLISION MITIGATION SYS BENDIX WINGMAN	
08	<a href="#">0008WCL</a>	1-AIR HORN BLACK	
08	<a href="#">0008WJE</a>	WIRING SPECIAL CUSTOMER INSTALL WORK LTG	
08	<a href="#">0008WNN</a>	DAYTIME RUNNING LIGHTS	Yes
08	<a href="#">0008WPZ</a>	TEST EXTERIOR LAMPS EXCEPT BACK UPS	Yes
08	<a href="#">0008WRB</a>	HEADLIGHTS ON WITH WIPERS	Yes
08	<a href="#">0008WRC</a>	BATT BOX AL LSM BOFT 2-4 CAP	
08	<a href="#">0008WRH</a>	T/S SIDE MARKER LT AMBER ON SLPR VALANCE	Yes
08	<a href="#">0008WRN</a>	AUX BATT BOX ALUM RSM BEHIND TANK	
08	<a href="#">0008WXB</a>	HEADLIGHT WARNING BUZZER	Yes
08	<a href="#">0008WXC</a>	WARNING LIGHT & ALARM PARK BRK	Yes
08	<a href="#">0008WXG</a>	START MOTOR MITSUBISHI 105P	Yes
08	<a href="#">0008XAH</a>	MANUAL-RESET CIRC BREAKERS (MAIN PANEL)	Yes
08	<a href="#">0008XEV</a>	BATTERY DISCHARGE PROTECTION SYSTEM	
08	<a href="#">0508010</a>	AIR SOLENOID 4-PAK NO ECU OR J1939	
08	<a href="#">0508051</a>	ELECTRICAL SYSTEM MUX FOR BC PROG ONLY	Yes
09	<a href="#">0009505</a>	RR WHL(FRAME MTD)"SS" QUARTER FENDERS	
09	<a href="#">0009HAN</a>	SOUND INSULATION UNDER HOOD	Yes
09	<a href="#">0009LAL</a>	LOGOS SHIP PROSTAR BADGES LOOSE IN CAB	Yes
09	<a href="#">0009WAY</a>	FRONT END, TILT 3-PIECE	
10	<a href="#">0010133</a>	SINGLE COLOR 133 PT SCHEMATIC	Yes
10	<a href="#">0010210</a>	EMISSION LABELS (FUEL ECONOMY/NOISE)	Yes
10	<a href="#">0010761</a>	PAINT-BASE COAT/CLEAR COAT 1-2 TONE	Yes
10	<a href="#">0010EGH</a>	STA 5TH FONT 6.25" HGT SL6PMA6250	
10	<a href="#">0010NSJ</a>	CUSTOMER IDENTITY FOR BOYD TRANS COMPANY	Yes
10	<a href="#">0010VZY</a>	QUARTER FENDERS LOCATION	Yes
10	<a href="#">0010WBT</a>	WHEELBASE EXCEPTION	Yes
10	<a href="#">0010WPT</a>	MUD FLAP HOLDERS BLACK 45-DEG	
10	<a href="#">0010WPY</a>	MUD FLAPS REAR BLACK	
10	<a href="#">0035841</a>	PAINT CHASSIS SKIRTS COLOR #1	Yes
10	<a href="#">0040011</a>	HEAVY DUTY STD WARRANTY	Yes
10	<a href="#">0040CRY</a>	(M1500E)EXT ENG,ELEC/INJ/TURBO 60/500	Yes
10	<a href="#">0510000</a>	BULK MATERIAL	
10	<a href="#">0510002</a>	SERVICE ASM; CAB, DCM, HARNESS, IP	
10	<a href="#">0510104</a>	SPECIAL ROUTING CONTROL PDI AT TSC	Yes
10	<a href="#">0510885</a>	VEPS IDENTITY	Yes
10	<a href="#">0510887</a>	YELLOW EXTENDED LIFE COOLANT EFFECTS	Yes
10	<a href="#">0510898</a>	VEPS PROG, COLLISION WARN DIU	Yes
10	<a href="#">0510924</a>	ENGINEERING PROG ID 2007 REFRESH EFFECTS	Yes
10	<a href="#">0510936</a>	VEPS IDENTITY	Yes
10	<a href="#">0510974</a>	ENGINEERING PROG ID 2010 EMISSIONS STD	Yes
10	<a href="#">0510993</a>	VEPS IDENTITY	Yes
10	<a href="#">0535008</a>	PAINT CHASSIS COLOR GROUP NO. 08	
10	<a href="#">0535011</a>	IDENTITY CODE FOR STD PAINT COLORS ONLY	Yes
10	<a href="#">0535911</a>	PAINT COLOR GROUP PT1 NO.1	
10	<a href="#">0595AAC</a>	BC PROG, KEY STATE	Yes
10	<a href="#">0595AAD</a>	BC PROG, BRAKE SWITCH	Yes
10	<a href="#">0595AAE</a>	BC PROG, WINDSHIELD WPER	Yes
10	<a href="#">0595AAG</a>	BC PROG, HEADLIGHT W/DRL W/AUTO	Yes
10	<a href="#">0595AAH</a>	BC PROG, LIGHTS ON W/WIPERS	Yes
10	<a href="#">0595AAJ</a>	BC PROG, HEADLIGHT REMINDER #1	Yes
10	<a href="#">0595AAL</a>	BC PROG, TURN SIGNALS/BRAKE	Yes
10	<a href="#">0595AAM</a>	BC PROG, PARK LIGHT/MARKER LIGHTS	Yes
10	<a href="#">0595AAN</a>	BC PROG, MARKER INTERRUPT SWITCH	Yes
10	<a href="#">0595AAS</a>	BC PROG, INTERIOR LIGHTS DOME IN SLEEPER	Yes
10	<a href="#">0595AAT</a>	BC PROG, INTERIOR FLOOR LIGHT IN SLEEPER	Yes
10	<a href="#">0595AAU</a>	BC PROG, HEATED MIRROR ROCKER SW	Yes
10	<a href="#">0595AAV</a>	BC PROG, ELECTRIC CITY HORN	Yes
10	<a href="#">0595AAZ</a>	BC PROG, PARK BRAKE INDICATOR	Yes
10	<a href="#">0595ABA</a>	BC PROG, SEATBELT INDICATOR	Yes
10	<a href="#">0595ABB</a>	BC PROG, AIR GAUGES	Yes
10	<a href="#">0595ABC</a>	BC PROG, TRAILER LIGHTING	Yes
10	<a href="#">0595ABD</a>	BC PROG, FUEL TANK GAUGE RT SIDE	Yes
10	<a href="#">0595ABK</a>	BC PROG, ENG COOLANT TEMP GAUGE	Yes
10	<a href="#">0595ABL</a>	BC PROG, ENGINE OIL PRESSURE GAUGE	Yes
10	<a href="#">0595ABM</a>	BC PROG, TACHOMETER 2500 RPM	Yes
10	<a href="#">0595ABN</a>	BC PROG, SPEEDOMETER	Yes
10	<a href="#">0595ABP</a>	BC PROG, VOLTMETER	Yes
10	<a href="#">0595ABR</a>	BC PROG, WORKLIGHT PUSH BUTTON B	Yes
10	<a href="#">0595ABS</a>	BC PROG, WORKLIGHT ON WITH BACKUP	Yes
10	<a href="#">0595ABV</a>	BC PROG, ABS INDICATOR	Yes
10	<a href="#">0595ABW</a>	BC PROG, TRAILER ABS INDICATOR	Yes

10	0595ABX	BC PROG, EXTERIOR LIGHT CHECK PROSTAR	Yes
10	0595ABY	BC PROG, POWER WINDOW/DOOR LOK 2 DOORS	Yes
10	0595ACA	BC PROG, AIR SUSPENSION DUMP CONTROL	Yes
10	0595ACC	BC PROG, AXLE TEMP GAUGE DUAL	Yes
10	0595ACL	BC PROG, ELECTRICAL LOAD CONTROL	Yes
10	0595ACN	BC PROG, AIR HORN ANALOG INPUT	Yes
10	0595ACW	BC PROG, ENGINE FAN OVERRIDE #1	Yes
10	0595ACZ	BC PROG, POWER DIVIDER LOCK	Yes
10	0595ADA	BC PROG, BRAKE APPLICATION GAUGE IN SIC	Yes
10	0595ADG	BC PROG, FUEL HEATER	Yes
10	0595ADP	BC PROG, CLUTCH SWTCH	Yes
10	0595ADR	BC PROG, NO PRNDL MANUAL TRANS	Yes
10	0595ADX	BC PROG, ENGINE OIL TEMP, ECM #1	Yes
10	0595ADY	BC PROG, TRANS OIL TEMP, BC	Yes
10	0595AEA	BC PROG, ROLL STABILITY PROG/ELECT PROG	Yes
10	0595AED	BC PROG, BRAKE WARN INDICATOR	Yes
10	0595AGK	BC PROG, FUEL FILTER PLUGGED	Yes
10	0595ANU	BC PROG, ENGINE IDLE INCREMENT/DECREMENT	Yes
10	0595ANV	BC PROG, DIAGNOSTICS NO ON BOARD DISPLAY	Yes
10	0595AYG	BC PROG, ENGINE TYPE INTERNATIONAL HDD	Yes
10	0595AYJ	BC PROG, CRUISE ON/OFF STEER WHEEL	Yes
10	0595AZL	BC PROG, AXLE LOAD MONITOR REAR AXLE	Yes
10	0595BBM	BC PROG, IDLE SHUTDOWN 2010 CLUSTER	Yes
10	0595BJB	BC PROG, WAIT TO START 2010 CLUSTER	Yes
10	0595BJC	BC PROG, IND. FILTER CLOG 2010 CLUSTER	Yes
10	0595BJD	BC PROG, EXH HI TEMP ID 2010 CLUSTER	Yes
10	0595BJJ	BC PROG, PARK REGEN SW 2010 CLUSTER	Yes
10	0595BJL	BC PROG, TRACT CONTROL IND 2010 CLUSTER	Yes
10	0595BJM	BC PROG,IP CONFIG PROSTAR/LONESTAR 2010	Yes
10	0595BKD	BC PROG, BODY CONTROLLER FOR TRUCK 2	Yes
10	0595BKM	BC PROG, ENGINE RETARDER 2010 CLUSTER	Yes
10	0595BKP	BC PROG, IDLE MGT HEAT/HVAC BERGSTROM	Yes
10	0595BMB	BC PROG, HVAC IN SLEEPER & CAB	Yes
10	0595BMW	BC PROG, UPSHIFT IND LIGHT	Yes
10	0595BNY	BC PROG, ENGINE FAN IND. LIGHT & BUZZER	Yes
10	0595BPB	BC PROG, ENGINE FAN DRIVE VARIABLE SPEED	Yes
10	0595BRZ	BC PROG, ENGINE PARAMETERS	Yes
10	0810002	5TH WHL 02" AHEAD OF RR AXLE CENTERLINE	Yes
11	<a href="#">0011MGR</a>	CLUTCH 15.5" EATON SOLO ADVANTAGE	
11	<a href="#">0011WAJ</a>	CLUTCH EFFECTS HYDRAULIC SYSTEM	
12	<a href="#">0012BBE</a>	MAXXFORCE 13 MULTI TORQUE 430HP/1900 GOV	
12	<a href="#">0012THX</a>	FAN DRIVE VISCOUS HORTON V-MASTER-ULTRA	
12	<a href="#">0012UBE</a>	RAD 1429" CAC 764.1 LTR 1123.3	
12	<a href="#">0012UXH</a>	2010 FEDERAL EMISSIONS MAXXFORCE 13	Yes
12	<a href="#">0012VBC</a>	AIR CLNR SINGLE ELEMENT	
12	<a href="#">0012WBR</a>	MANUAL FAN DRIVE OVERRIDE	Yes
12	<a href="#">0012WCX</a>	HOSE CLAMPS GATES SHRINK BAND	Yes
12	<a href="#">0012WEG</a>	AUTO COLD START W/ENGINE ECM CONTROL	Yes
12	<a href="#">0012WEK</a>	ELEC DATA LINK TRANS CONTROL MF 11/13/15	
12	<a href="#">0012WTA</a>	FAN DRIVE SPECIAL EFFECTS COOLING RING	
12	<a href="#">0012WZE</a>	EMISSION COMPLIANT FEDERAL NOT CA	Yes
12	<a href="#">0512042</a>	OIL FILTER ENGINE AUXILIARY FRAME MTD	
13	<a href="#">0013GHS</a>	FULLER FRO-16210C 10SPD	
13	<a href="#">0013WAS</a>	ALUMINUM CLUTCH HOUSING	Yes
13	<a href="#">0013WGJ</a>	OIL CLR MAN XMSN WATER TO OIL	
13	<a href="#">0013WLB</a>	TRANS OIL-SAE 50W SYNTHETIC	
14	<a href="#">0014899</a>	HTG CNTRL AIR SUSPN/DUMP	Yes
14	<a href="#">0014GXA</a>	TAN RA 40K R WE MTOR MT-40-14X-3CFR	
14	<a href="#">0014UNU</a>	TAN RAS 40K 52" INTL IROS	
14	<a href="#">0014WLD</a>	REAR AXLE OIL 75W-90 SYNTH EMGARD	Yes
14	<a href="#">0514007</a>	SEATS & PLATES FWD REAR	
14	<a href="#">0514008</a>	SEATS & PLATES REAR REAR	
15	<a href="#">0015DPP</a>	2-FL TK UC AL 100G LT/RT 26"DIA	
15	<a href="#">0015LLA</a>	FUEL/WATER SEPARATOR DAVCO 382	
15	<a href="#">0015WHD</a>	ANTI-SIPHON FOR DUAL FUEL TANKS	Yes
15	<a href="#">0015WHL</a>	(2) FUEL SHUT-OFF VALVES FRAME MTG	Yes
15	<a href="#">0515009</a>	FUEL TANK CAPS (2) NON-LOCKING TYPE	Yes
16	<a href="#">0016000</a>	TRANS COVER, FLOOR MATS, SEALS	
16	<a href="#">0016AUN</a>	CAB SLEEPER 73" HI-RISE	
16	<a href="#">0016DAB</a>	INTERIOR TRIM ACCENT COLOR DARK NEUTRAL	Yes
16	<a href="#">0016GCW</a>	ENGLISH GA CLUSTER W/IVORY FACE	
16	<a href="#">0016HGG</a>	OIL TEMPERATURE GAUGE (ENGINE)	Yes
16	<a href="#">0016HGJ</a>	TEMP GAUGE OIL MANUAL TRANS	Yes

16 [0016HGL](#) OIL TEMPERATURE GAUGE (REAR AXLE)  
16 [0016HGN](#) AIR APPLICATION GAUGE Yes  
16 [0016HKE](#) LOAD GAUGE REAR SUSP W/TEXT MESSAGE Yes  
16 [0016HKR](#) WINDOW, WMNG VENT FIXED Yes  
16 [0016LEP](#) PASSENGER SEAT NAT'L  
16 [0016LJN](#) DRIVER SEAT NAT'L  
16 [0016SBU](#) 42" LOWER BUNK FLIP UP Yes  
16 [0016SCL](#) 30" UPPER BUNK W/FOAM MATTRESS  
16 [0016SDZ](#) MIRROR, HOOD RT/LT BRI  
16 [0016SKX](#) 2-MIRRORS PWR/HEAT/LED/PAINTED HEADS  
16 [0016UJL](#) NO IDLE BATTERY POWERED HVAC  
16 [0016VCJ](#) SATELLITE ANTENNA MOUNTING BRACKETS  
16 [0016VCK](#) CABINET REFRIGERATOR  
16 [0016VRX](#) CURTAIN SLEEPER INSULATED THERMAL/NOISE Yes  
16 [0016VRY](#) INSULATION PAK FOR SLEEPER COMPARTMENT Yes  
16 [0016VSZ](#) CAB INT TRIM PREMIUM 73" HI-RISE  
16 [0016VZT](#) WINDSHIELD PRIVACY CURTAIN  
16 [0016WCT](#) AIR CONDITIONER & HEATER  
16 [0016WDE](#) TV ANTENNA  
16 [0016WJU](#) 2-POWER WINDOWS/DOOR LOCKS  
16 [0016WYV](#) CAB SIDE EXTEND CONVENTIONAL SLEEPER CAB Yes  
16 [0016XRU](#) CHAS SKT CAB LG 73" SLEEPER CAB PAINTED  
16 [0016XWV](#) EXTERIOR SUNSHADE PAINTED AERO  
16 [0016XXV](#) CABINET TOWER WARDROBE BEHIND DRIVER  
16 [0016ZGR](#) CAB/FRAME ACCESS BRI DAY/SLPR CAB  
16 [0516027](#) CAB DRILLING FOR QUALCOMM/PEOPLNET SYS  
16 [0516065](#) CAB DRILLING FOR WIRING UPPER WORK LIGHT  
16 [0516082](#) CAB DRILLING  
16 [0516086](#) CAB DRILLING  
16 [0516101](#) MIRROR, HEATED ALL HEADS Yes  
16 [0516102](#) MIRROR, POWERED Yes  
16 [0516103](#) MIRROR, CLEARANCE LIGHTS Yes  
16 [0516106](#) MIRROR STYLE AERO Yes  
16 [0516139](#) 2-CABINET OVERHEAD 1RT/1LT SIDE W/NET  
16 [0516143](#) SLEEPER INTERIOR STORAGE MTD ON R/PANEL  
17 [0027DME](#) DISC FR WHL 22.5X8.25 AL  
17 [0029WLG](#) SPECIAL RR WHL BEARING NUTS Yes  
17 [0032DJN](#) SGL DISC RR WHL 22.5X14.00 AL  
17 [0529001](#) LUBE FRT WHL BEARINGS  
17 [0529002](#) LUBE REAR WHL BEARINGS  
17 [0530100](#) TIRES



Paint Control Code	Paint Schematic	Paint Location	Paint Break Code	Paint Color Code	Paint Description
1	133HR	S	01	9219	WHITE

Explanation of Prop Shaft Locations

Prop Code	Qty	Location
<a href="#">0217LYB1190</a>	1	4
<a href="#">0425LTA1780</a>	1	1
<a href="#">0425LTH1230</a>	1	3

Front Tire		Rear Tire		Non Driving Tire		Pusher Tire		Tag Tire	
Code	Qty	Code	Qty	Code	Qty	Code	Qty	Code	Qty
07702498116	2	07682683211	4						

	Front	Rear
Suitable Tire	295/75R22.5G	295/75R22.5G
Suitable Rim	22.5X8.25	22.5X8.25

	Front	Rear	Pusher	Tag
Actual Tire				
Actual Rim				

	GVWR	FRONT	FR--REAR	REAR--RR	Pusher	Tag
AXLE-BRK						
SPRNG-AUX						
TIRE-RIM						
GAWR-LBS						
GAWR-KGS						

## Line Set Ticket

VIN Number	3HSDJSNR8GN003495	Model	PROSTAR+ 122 6X4	Build Date	3/30/2015
Eng Srl Number	2Y4401156	Model Code	LF68700	Order Qty	4
Dealer Number	633065	Order Number/Suffix	125051	Starting Job Number	003492
Sold To	COWAN SYSTEMS INC.	Sales Region	139	Paint Code	5B20
GVWR	50350	Ignition Key	Z250	Wheel Base	214.6 in / 545.0 cm
AF Dimension	53.1 in / 135.0 cm	Gear Ratio	3.08	Recall Pending	No

Grp Unit	Description	Cost Code
01 0001570	TWO FRONT TOW HOOKS	
01 0001616	TAPERED REAR FRAME RAILS	
01 0001CBV	FRAME RAIL 120,000 PSI YIELD 367.4" OAL	
01 0001LRL	FRT BPR 3PC AERO PLSTC MOLDED DARK GRAY	
01 0001VAD	DECK PLATE BRI 2 SECT FLUSH MTD	
01 0001WKK	WHEELBASE RANGE 187" THRU 219"	Yes
01 0501007	FRAME PIERCING BY OUTSIDE VENDOR	Yes
01 0501013	LADDER LEFT FOR BOC ACCESS	Yes
02 0002AHJ	FR AXLE 12.35K DANA E-1202W W-TRK	
03 0003AHN	SPRING FRONT SUSP 12.35K	
04 0004092	TRACTOR DUAL AIR BRAKE SYSTEM	
04 0004196	16.5"X 5" W/24" L/S CHAMBERS	
04 0004803	TRLR HOSES & CABLES 14' STRAIGHT	
04 0004809	HOSE TENDER SLIDE BAR DBL SPR BRKT	
04 0004AAB	2-ADDL 30/30 HALDEX PARK BRAKE CHAMBERS	Yes
04 0004AZY	AIR BRK ABS BENDIX 6-CHAN ESP ATC	
04 0004ECC	AIR DRYER BENDIX AD-IS	
04 0004ETE	24 SQIN FR BK CHMBR HALDEX	Yes
04 0004EVL	30/30 RR BK CHMBR HALDEX GC3030LHDHO	Yes
04 0004NDB	16.5X7 R S-CAM BRKS 30/30 L/S CHAMBERS	
04 0004SPM	AIR CPRSR 15.9 CFM BENDIX BA-921	
04 0004VGM	POL-ALUM AIR TANK	Yes
04 0004VHW	LOCATE 2 AIR TANKS	
04 0004WDM	REAR DUST SHIELDS AIR CAM BRAKES	Yes
04 0004WDV	HAND CONTROL VALVE TRLR BRAKES/RETURN	Yes
04 0004WXR	DRAIN VALVE 2 W/PULL CHAINS	Yes
04 0504058	AIR TANK VOLUME ID NOMINAL 6054	Yes
04 0504112	PROG, ABS-6 YAW RATE SENS ORIENTATION #1	Yes
04 0504149	PROG, ABS-6 SAS CONF STEER / SENSOR INV	Yes
04 0504175	PROG, ABS-6 AXLE 6X4 TRACTOR	Yes
04 0504306	R/S AUTO-SLACK ADJSTRS-FRONT	Yes
04 0504355	R/S AUTO-SLACK ADJSTRS-REAR	Yes
04 0504396	A/D LOC LSM BOC INSIDE RAIL	Yes
04 0504441	MERITOR Q-PLUS FRONT BRAKE	Yes
04 0504442	MERITOR Q-PLUS REAR BRAKE	Yes
04 0504501	MERITOR MA1201 FRONT BRAKE LININGS	Yes
04 0504507	MERITOR MA2001 REAR BRAKE LININGS	Yes
05 0005710	STRG COL, TILT & TELE	Yes
05 0005CAW	STRG WHL BLK 4-SPK	
05 0005PRP	1-PWR STRG GEAR TRW ROSS PCF60	
05 0005WAJ	POWER STEERING OIL COOLER	Yes
06 0006DAW	DRIVESHAFT SYS SPL250XL/SPL170XL	Yes
06 0006WAH	PROPSHAFT CODING FOR 51/56" SLEEPER CAB	Yes
06 0506001	TRANSMISSION OUTPUT YOKE	
06 0506007	FORWARD REAR AXLE INPUT YOKE	
06 0506008	FORWARD REAR AXLE REAR OUTPUT YOKE	
06 0506010	REAR REAR AXLE INPUT YOKE	
06 0506100	DRIVELINE LABOR	
06 0506101	NO CENTER BEARING	Yes
06 0506110	CENTER BEARING MOUNTING PARTS	
07 0007BEN	EXH SYS SWITCHBACK HORZ/HORZ LONG TP RSM	
07 0007BEU	AFTERTREATMENT COVER ALUMINUM	Yes
07 0007SDK	ENGINE COMPRESSION BRAKE FOR N13/A26 ENG	Yes
07 0507010	1-HORIZ T/P SHORT WITH DIFFUSER	Yes
08 0008000	ELEC SYS (12 VOLT)	
08 0008718	1-POWER SOURCE (CIGAR-TYPE RECEPTACLE)	Yes
08 0008GHH	200 AMP 12V ALT BOSCH LIL200	
08 0008NBJ	4-12V 2800CCA BTRY SYS-JCI	
08 0008RBK	DUAL CB ANTENNAS	
08 0008RBZ	AUXILIARY CB SPEAKER	Yes
08 0008RCB	CB RADIO ACCOM PKG/HEADER	Yes
08 0008RJG	RADIO CONTROL MTD SLEEPER	Yes
08 0008RMC	AM/FM/CD/WB/SXM/CLK/BT/USB/AUX/MP3/AP DV	
08 0008THB	BACK UP ALARM 102 DBA ELECTRIC	

08	0008TKJ	S/T/T & B/U LTS TRUCK-LITE SUPER 44	Yes
08	0008WBW	1-JUMP START STUD TERMINAL (REMOTE MTD)	Yes
08	<a href="#">0008WCL</a>	1-AIR HORN BLACK	
08	0008WGU	BATTERY BOX COVER ALUMINUM	Yes
08	<a href="#">0008WJN</a>	BATT BOX AL LSM UC 2-4 CAP	
08	0008WLN	2-FOG LIGHTS PETERSON CLEAR HALOGEN	Yes
08	0008WNH	DAYTIME RUNNING LIGHTS	Yes
08	0008WPZ	TEST EXTERIOR LAMPS EXCEPT BACK UPS	Yes
08	0008WRB	HEADLIGHTS ON WTH WIPERS	Yes
08	0008WXB	HEADLIGHT WARNING BUZZER	Yes
08	0008WYG	START MOTOR MITSUBISHI 105P	Yes
08	0008XAH	MANUAL-RESET CIRC BREAKERS (MAIN PANEL)	Yes
08	0008XDP	HEADLIGHTS HALOGEN W/PARK/DRL	Yes
08	<a href="#">0008XEV</a>	BATTERY DISCHARGE PROTECTION SYSTEM	
08	<a href="#">0508025</a>	AIR SOLENOID 8-PAK NO ECU OR J1939	
08	0508051	ELECTRICAL SYSTEM MUX FOR BC PROG ONLY	Yes
08	0508091	FUSE PANEL	Yes
09	0009HAN	SOUND INSULATION UNDER HOOD	Yes
09	<a href="#">0009WAY</a>	FRONT END, TILT 3-PIECE	
09	0009WBN	FENDER EXTENSIONS PAINTED	Yes
10	0010131	SINGLE COLOR 131 PT SCHEMATIC	Yes
10	0010210	EMISSION LABELS (FUEL ECONOMY/NOISE)	Yes
10	0010761	PAINT-BASE COAT/CLEAR COAT 1-2 TONE	Yes
10	0010769	PREMIUM COLOR PAINT	Yes
10	0010935	ALL KEYS ALIKE INCL SLPR	Yes
10	<a href="#">0010HHA</a>	A/S 5TH JOST 24" SLD JSK36NSL-A7PX24	
10	0010WBA	ALL KEYS ALIKE Z-250	Yes
10	<a href="#">0010WCY</a>	SAFETY TRIANGLES	
10	<a href="#">0010WRM</a>	MUD FLAP HOLDERS BETTS B-35 45-DEG	
10	<a href="#">0010WSJ</a>	MUD FLAPS REAR BLACK	
10	<a href="#">0010WTR</a>	RR QTR FENDERS (BLK PLASTIC)(FRAME MTD)	
10	0035864	PAINT FENDER EXTENSIONS	Yes
10	0040113	WARRANTY STD CTS-2004	Yes
10	0040KMB	(T4101C) TOW SERVICE \$550 MAX 36/UNLIMIT	Yes
10	0040KSM	(29301E) SRV CTR EXT VEH COVER 36/350K	Yes
10	0040KWD	(D3000L)SRV CONT EXT AFTR 36/350	Yes
10	0040LCZ	(N6000L)EXT ENG,ELEC/INJ/TURBO 36/350	Yes
10	<a href="#">0510000</a>	BULK MATERIAL	
10	<a href="#">0510002</a>	SERVICE ASM; CAB, DCM, HARNESS, IP	
10	0510104	SPECIAL ROUTING CONTROL PDI AT TSC	Yes
10	0510112	ENGRG PROG ID FOR XMSN APPVL	Yes
10	0510860	VEPS IDENTITY ACM	Yes
10	0510885	VEPS IDENTITY	Yes
10	0510887	YELLOW EXTENDED LIFE COOLANT EFFECTS	Yes
10	0510924	ENGINEERING PROG ID 2007 REFRESH EFFECTS	Yes
10	0510936	VEPS IDENTITY	Yes
10	0510974	ENGINEERING PROG ID 2010 EMISSIONS STD	Yes
10	0510993	VEPS IDENTITY	Yes
10	0510AAA	ENGINEERING PROG ID POST SCR ENG UPGRADE	Yes
10	<a href="#">0535008</a>	PAINT CHASSIS COLOR GROUP NO. 08	
10	<a href="#">0535913</a>	PAINT COLOR GROUP PT1 NO.3	
10	0595AAC	BC PROG, KEY STATE	Yes
10	0595AAD	BC PROG, BRAKE SWITCH	Yes
10	0595AAE	BC PROG, WINDSHIELD WIPER	Yes
10	0595AAG	BC PROG, HEADLIGHT W/DRL W/AUTO	Yes
10	0595AAH	BC PROG, LIGHTS ON W/WIPERS	Yes
10	0595AAJ	BC PROG, HEADLIGHT REMINDER #1	Yes
10	0595AAL	BC PROG, TURN SIGNALS/BRAKE	Yes
10	0595AAM	BC PROG, PARK LIGHT/MARKER LIGHTS	Yes
10	0595AAN	BC PROG, MARKER INTERRUPT SWITCH	Yes
10	0595AAS	BC PROG, INTERIOR LIGHTS DOME IN SLEEPER	Yes
10	0595AAT	BC PROG, INTERIOR FLOOR LIGHT IN SLEEPER	Yes
10	0595AAU	BC PROG, HEATED MIRROR ROCKER SW	Yes
10	0595AAV	BC PROG, ELECTRIC CITY HORN	Yes
10	0595AAZ	BC PROG, PARK BRAKE INDICATOR	Yes
10	0595ABA	BC PROG, SEATBELT INDICATOR	Yes
10	0595ABB	BC PROG, AIR GAUGES	Yes
10	0595ABC	BC PROG, TRAILER LIGHTING	Yes
10	0595ABD	BC PROG, FUEL TANK GAUGE RT SIDE	Yes
10	0595ABK	BC PROG, ENG COOLANT TEMP GAUGE	Yes
10	0595ABL	BC PROG, ENGINE OIL PRESSURE GAUGE	Yes
10	0595ABM	BC PROG, TACHOMETER 2500 RPM	Yes

10	0595ABN	BC PROG, SPEEDOMETER	Yes
10	0595ABP	BC PROG, VOLTMETER	Yes
10	0595ABR	BC PROG, WORKLIGHT PUSH BUTTON B	Yes
10	0595ABV	BC PROG, ABS INDICATOR	Yes
10	0595ABW	BC PROG, TRAILER ABS INDICATOR	Yes
10	0595ABX	BC PROG, EXTERIOR LIGHT CHECK PROSTAR	Yes
10	0595ABY	BC PROG, POWER WINDOW/DOOR LOK 2 DOORS	Yes
10	0595ACA	BC PROG, AIR SUSPENSION DUMP CONTROL	Yes
10	0595ACC	BC PROG, AXLE TEMP GAUGE DUAL	Yes
10	0595ACE	BC PROG, FOG LIGHTS ROCKER SWTCH	Yes
10	0595ACL	BC PROG, ELECTRICAL LOAD CONTROL	Yes
10	0595ACN	BC PROG, AIR HORN ANALOG INPUT	Yes
10	0595ACV	BC PROG, ENGINE AIR INTAKE MONITOR	Yes
10	0595ACY	BC PROG, FIFTH WHEEL SLIDE	Yes
10	0595ACZ	BC PROG, POWER DIVIDER LOCK	Yes
10	0595ADP	BC PROG, CLUTCH SWTCH	Yes
10	0595ADR	BC PROG, NO PRNDL MANUAL TRANS	Yes
10	0595AEA	BC PROG, ROLL STABILITY PROG/ELECT PROG	Yes
10	0595AGK	BC PROG, FUEL FILTER PLUGGED	Yes
10	0595AJE	BC PROG, OMIT WORK LIGHTS	Yes
10	0595ANU	BC PROG, ENGINE IDLE INCREMENT/DECREMENT	Yes
10	0595ANW	BC PROG, DIAGNOSTICS DISPLAY IN CLUSTER	Yes
10	0595AYG	BC PROG, ENGINE TYPE INTERNATIONAL HDD	Yes
10	0595AYJ	BC PROG, CRUISE ON/OFF STEER WHEEL	Yes
10	0595AZL	BC PROG, AXLE LOAD MONITOR REAR AXLE	Yes
10	0595BBB	BC PROG, ENGINE FAN OVERRIDE#2	Yes
10	0595BBM	BC PROG, IDLE SHUTDOWN 2010 CLUSTER	Yes
10	0595BJB	BC PROG, WAIT TO START 2010 CLUSTER	Yes
10	0595BJC	BC PROG, IND. FILTER CLOG 2010 CLUSTER	Yes
10	0595BJD	BC PROG, EXH HI TEMP ID 2010 CLUSTER	Yes
10	0595BJJ	BC PROG, PARK REGEN SW 2010 CLUSTER	Yes
10	0595BJL	BC PROG, TRACT CONTROL IND 2010 CLUSTER	Yes
10	0595BJM	BC PROG,IP CONFIG PROSTAR/LONESTAR 2010	Yes
10	0595BKD	BC PROG, BODY CONTROLLER FOR TRUCK 2	Yes
10	0595BKM	BC PROG, ENGINE RETARDER 2010 CLUSTER	Yes
10	0595BMW	BC PROG, UPSHIFT IND LIGHT	Yes
10	0595BRZ	BC PROG, ENGINE PARAMETERS	Yes
10	0595BTH	BC PROG, OUTSIDE TEMP MONITOR	Yes
10	0595BVC	BC PROG, COMPLIANCE OPR UPDATE	Yes
10	0595BVZ	BC PROG, DEF GAUGE & INDICATOR	Yes
10	0595BWZ	BC PROG, HVAC IN SLPR & CAB 2010	Yes
10	0810000	5TH WHL ON RR AXLE CENTERLINE	Yes
11	<a href="#">0011MGR</a>	CLUTCH 15.5" EATON SOLO ADVANTAGE	
11	<a href="#">0011WAJ</a>	CLUTCH EFFECTS HYDRAULIC SYSTEM	
12	<a href="#">0012864</a>	ENG BLOCK HTR 120V/1500W	
12	<a href="#">0012BDC</a>	NAV N13 MT SCR 450HP/1900 GOV	
12	<a href="#">0012THT</a>	FAN DRIVE HORTON (DRIVEMASTER 2SPD)	
12	<a href="#">0012UBE</a>	RAD 1429" CAC 764.1 LTR 1123.3	
12	<a href="#">0012UNC</a>	2015 FEDERAL EMISSIONS FOR N13 ENGINES	Yes
12	<a href="#">0012VBC</a>	AIR CLNR SINGLE ELEMENT	
12	<a href="#">0012WCG</a>	HOSE CLAMPS(MINI FLEX SEAL)TYPE	Yes
12	<a href="#">0012WEG</a>	AUTO COLD START W/ENGINE ECM CONTROL	Yes
12	<a href="#">0012WZB</a>	LOW NOX IDLE ENG CA COMPLY W/HOOD DECAL	Yes
13	<a href="#">0013GXV</a>	EATON ADVANTAGE FAOM-15810C 10SPD	
13	<a href="#">0013WAS</a>	ALUMINUM CLUTCH HOUSING	Yes
13	<a href="#">0013WLA</a>	TRANS OIL-SAE 50W SYNTHETIC	
14	<a href="#">0014899</a>	HTG CNTRL AIR SUSPN/DUMP	Yes
14	<a href="#">0014GEP</a>	TAN RA 40K 200 WE DANA DS405/RS405	
14	<a href="#">0014UNU</a>	TAN RAS 40K 52" INTL IROS	
14	<a href="#">0014WMJ</a>	REAR AXLE OIL FE-75W-90 SYNTH EMGARD	Yes
14	<a href="#">0514007</a>	SEATS & PLATES FWD REAR	
14	<a href="#">0514008</a>	SEATS & PLATES REAR REAR	
15	<a href="#">0015D VW</a>	2-FL TK US AL 100G LT/RT 26"DIA	
15	<a href="#">0015L KW</a>	FUEL/WATER SEPARATOR DAVCO 382	
15	<a href="#">0015WDD</a>	DEF TANK 23 GAL FR MTD LT SIDE UC	
15	<a href="#">0515009</a>	FUEL TANK CAPS (2) NON-LOCKING TYPE	Yes
16	<a href="#">0016000</a>	XMSN COVER, FLOOR MATS, SEALS	
16	<a href="#">0016564</a>	HEATER SHUT-OFF VALVE(1)BALL VALVE TYPE	Yes
16	<a href="#">0016AUM</a>	CAB SLEEPER 56" HI-RISE	
16	<a href="#">0016DAB</a>	INTERIOR TRIM ACCENT COLOR DARK NEUTRAL	Yes
16	<a href="#">0016GCP</a>	ENGLISH GA CLUSTER W/BLACK FACE	
16	<a href="#">0016HCS</a>	GAUGE AMBIENT TEMP SNSR DSPL MTG CLUSTER	Yes

16	<a href="#">0016HGL</a>	OIL TEMPERATURE GAUGE (REAR AXLE)	
16	<a href="#">0016HKC</a>	AIR CLNR GA FLEETGRD UNDER HOOD CLNR MTD	Yes
16	<a href="#">0016HKE</a>	LOAD GAUGE REAR SUSP W/TEXT MESSAGE	Yes
16	<a href="#">0016HKS</a>	WINDOW, WNG VENT MOVEABLE	Yes
16	<a href="#">0016HKT</a>	IP CLUSTER DISPLAY DIAGNOSTICS	Yes
16	<a href="#">0016HLJ</a>	GAUGE, DEF FLUID LEVEL	Yes
16	<a href="#">0016JYP</a>	DRIVER SEAT NAT'L	
16	<a href="#">0016RAE</a>	PASSENGER SEAT NAT'L	
16	<a href="#">0016SAJ</a>	FAN IN SLEEPER BUNK AREA	
16	<a href="#">0016SDG</a>	LOOK DOWN MIRROR RT BRI	Yes
16	<a href="#">0016SDZ</a>	MIRROR, HOOD RT/LT BRI	
16	<a href="#">0016SLC</a>	2-MIRRORS PWR/HEAT/LED/BRIGHT HEADS	
16	<a href="#">0016UKL</a>	MIRROR BRACKETS BRIGHT BOTH SIDES	
16	<a href="#">0016VCC</a>	SEAT BELTS, ALL ORANGE 1-3	Yes
16	<a href="#">0016VHN</a>	SECURITY BOX(1)UNDER LOWER BUNK	Yes
16	<a href="#">0016VRY</a>	INSULATION PAK FOR SLEEPER COMPARTMENT	Yes
16	<a href="#">0016VTD</a>	CAB INT TRIM PREMIUM 56" HI-RISE	
16	<a href="#">0016VZT</a>	WINDSHIELD PRIVACY CURTAIN	
16	<a href="#">0016WCT</a>	AIR CONDITIONER & HEATER	
16	<a href="#">0016WDE</a>	TV ANTENNA	
16	<a href="#">0016WDG</a>	MATTRESS (DELUXE) INNER SPRING	Yes
16	<a href="#">0016WJU</a>	2-POWER WINDOWS/DOOR LOCKS	
16	<a href="#">0016WSE</a>	LOW W/S WASHER FLUID INDICATOR	Yes
16	<a href="#">0016XWV</a>	EXTERIOR SUNSHADE PAINTED AERO	
16	<a href="#">0016XXR</a>	CABINET OVERHEAD 1RT/1LT SIDE W/NET	
16	<a href="#">0016XYC</a>	AERO PKG 51"/56" HI-RISE SLPR CAB	
16	<a href="#">0016ZGR</a>	CAB/FRAME ACCESS BRI DAY/SLPR CAB	
16	<a href="#">0516101</a>	MIRROR, HEATED ALL HEADS	Yes
16	<a href="#">0516102</a>	MIRROR, POWERED	Yes
16	<a href="#">0516103</a>	MIRROR, CLEARANCE LIGHTS	Yes
16	<a href="#">0516106</a>	MIRROR STYLE AERO	Yes
16	<a href="#">0516161</a>	CAB DRILLING FOR HANGING STORAGE	
17	<a href="#">0027DME</a>	DISC FR WHL 22.5X8.25 AL	
17	<a href="#">0029331</a>	MOTOR WHEEL CENTRIFUSE BRAKE DRUMS (FRT)	Yes
17	<a href="#">0029334</a>	MOTOR WHEEL CENTRIFUSE BRK DRUMS (RR)	Yes
17	<a href="#">0029WLA</a>	50W SYNTHETIC OIL FRT WHL BEARINGS	Yes
17	<a href="#">0029WLG</a>	SPECIAL RR WHL BEARING NUTS	Yes
17	<a href="#">0032DHZ</a>	SGL DISC RR WHL 22.5X14.00 AL	
17	<a href="#">0529001</a>	LUBE FRT WHL BEARINGS	
17	<a href="#">0529002</a>	LUBE REAR WHL BEARINGS	
17	<a href="#">0530100</a>	TIRES	



Paint Control Code	Paint Schematic	Paint Location	Paint Break Code	Paint Color Code	Paint Description
1	131HR	S	01	5B20	MEDIUM GREEN MET

## Explanation of Prop Shaft Locations

Prop Code	Qty	Location
<a href="#">0417LTG0565</a>	1	4
<a href="#">0425LTB1385</a>	1	1
<a href="#">0425LTH1000</a>	1	3

Front Tire		Rear Tire		Non Driving Tire		Pusher Tire		Tag Tire	
Code	Qty	Code	Qty	Code	Qty	Code	Qty	Code	Qty
07702499045	2	07782689057	4						

	Front	Rear
Suitable Tire	295/75R22.5G	265/75R22.5G
Suitable Rim	22.5X8.25	22.5X7.50

	Front	Rear	Pusher	Tag
Actual Tire				
Actual Rim				

	GVWR	FRONT	FR-REAR	REAR-RR	Pusher	Tag
AXLE-BRK						
SPRNG-AUX						
TIRE-RIM						
GAWR-LBS						



GAWR-KGS							
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